#### racuse, Last Year's Victor, and Columbia Expected to Finish in That Order Benlad Cornellians-Local Oarsmen May Prove Big Surprise, However.

sig June 24. There is little w before the big intercollegiate on Wednesday but to take aining rows. Wisconsin and he last of the squad to arrive o Foughkeepsie on Thursday. heir first essay on the Hudson The outlook for this year' because there are three and crews, whose abilities are so hat the winner cannot well be ance. Cornell, Syracuse, Coconsin- that is about the way red by those who think they se, despite the fact that her the race last year, is not a hot fact, the men who have accomsmen here from up the State great deal for this situation, seives have been unwilling to except that the Cornell men their crew. Syracuse is far risk any money on her crews ornell men make it a perfectl he odds appear from the reckor ise to be 5 to 3 on Cornell.

s on the other hand have rate to 5 in the race, with Syracus imbia and Wisconsin follow Columbia's odds are about 3 sin is about a point remove Georgetown and Pennsyl t much regarded in the betting, vania eight has been beaten time practise by the freshmen and its odds up to about 10 to 1. is rated about 12 to 1. hiversity crews, Wisconsin has the

her men averaging close to 175 Syracuse has by far the oldest of y hoats, her men being on the years. The Syracusans have the dest in all three races. Pennsylvania has a tallest varsity, her men a veraging a little Cornell has the heaviest freshent indications Cornell should be

e winner of the big race. Leaving aside all uestions of betting, the Cornellians appear stand out on form. They row with their

#### NEW 1,000 MILE AUTO RECORD. aughan Also Sets Mark for 24 Hours Short Races Postponed.

were no automobile races at the ty track yesterday afternoon, but early comers among the spectators ortunity of witnessing the con-Guy Vaughan's successfyl onhe 1,000 mile track record. Not ughan put up new figures for 1,000 rn er 1,000 mile record was 25 es 1 second, made by Charles this city a few weeks ago on Beach track with a 24 horsess, and Vaughan's time for the was 23 hours 33 minutes 20 seconds. W 24 hour record made by Vaughan against 943 miles, which was ord held by Mr. Wridgway. stance races were postponed ow on account of the wet sur-

track, which was thought too mpeting cars to run on. began his successful attempt at mes by William Swan and by When Vaughan and Mitchell Friday afternoon they wore nice sters, but these were tinted gray before they had ridden very undown the pair donned heavier surdown the pair donned heavier of these were recentered by rubthe small hours of the morning. Earn to fall. This was Vaughan's put to win the \$1,000 chailenge by the Empire (ity track manally one who would break the goord. When the cup is chall-sughan will have the option of at the same time as the challenge in attempt to lower to that the holder of the trophy doi identical weather and track

trial Vaughan had very bad luck ares, being stopped thirteen times list eight hours of his drive and being compelled to stop altogether avy rainstorm carly in the mornith of his tries at the Wridgway glain made absolutely no attempt engine running continuously, as decessors at thousand mile track draway and Charles Schmidt of a Friday and yesterday, however, I Continental tires which Vaughan at splendidly, and two of the tires he started out were still on the hother twenty-four hours drive Only three tires had to be resall these were on account of

punctures. In his first and unsuccessful trial many pounds of nails, bits of wire and glass were picked off the track and yesterday afternoon men were still walking around the track picking up horseshoe nails, which were responsible for Vaughan's three tire trouble stops.

Altogether, Vaughan stopped fourteen times, for a total loss of 1 hour 40 minutes 4 seconds. The shortest stop was at 322 miles, when forty-four seconds was spent in lighting the lamps on the little racer. The longest stop was at 503 miles, which was at two minutes after midnight, when Vaughn came to a standstill in front of the judges' stand with a nail sticking in the shoe of the left rear tire. The oil and gasoline tanks were replenished while the tire was being replaced and the engine was thoroughly inspected. This consumed 16 minutes 39 seconds. In the next to the last mile of his twenty-four hour run the right rear tire collapsed and was wrenched off the rim. Vaughan did not stop to have it replaced, but drove the last mile and a half og three tires and one bare rim.

INTERNATIONAL CHESS. Maroczy Still Leads in the Ostend Tour-

nament. Special Cable Despatch to THE SUN. OSTEND, Belgium, June 24.—This morning and afternoon the tenth round of the international chess masters' tournament was played at the Kursaal in this city, and as played at the Kursaal in this city, and as Maroczy was victorious again, this time against Alapin, he remained the leader, while Janowski, who had beaten Leonhardt, and Tarrasch, who had worsted Burns, were tied for second place. The other results were: Taubenhaus lost to Wolf, Tschigorin lost to Teichmann, while Marco and Marshall and Blackburne and Schlechter had drawn their respective games. The record to date:

y	respective games.	The record to date.	
-	W.	$L_{\star}$	ī.
	Alapin	5 Marshall412	512
	Blackburne 415	512 Schlechter 6	4
d	Burn 312	612 Tarrasch7	3
	Janowski	3 Taubenhaus 2	8
96	Leonhardt 6	4 Telchmann514	414
in	Marco 416	515 Tschigorin 2	8
14	Maroczy 712	212 Wolf 5	5
wi.	-		

#### NOTES OF THE TRADE.

What's Going On in Automobile Circles. Dwight B. Huss of Detroit, driver of Old Scout in the transcontinental race to Portland which started from New York May 8, arrived at Portland, Ore., two minutes of 1 o'clock on Wednesday, making him winner of the race and the \$1,000 prize offered by the Olds Motor Works of Detroit. He delivered the message which he was carrying from Melville E. Stone, manager of the Associated Press, to President Goode of the Lewis and Clark centennial. Huss received a great ovation upon entering the city and was the central figure of a big parade the same evening, which was arranged by the Auto-mobile Club of Portland, through the city and exposition grounds. Percy Megargel, the only other competitor and driver of Old Steady, came in a long way behind. Megargel received a present of his machine as consolation for his effort. The race aroused considerable excitement and was a

mentions of betting, the Cornellans appear to train of the biture of the biture of the biture of the biture. Leaving saide all castions of betting, the Cornellans appear to that of the biture of the biture of the biture of the said of the country of the country's attle the country of the country's attle the country's attle the country's attle the country of the country's attle attle to the country's attle attle to the country's attle the country's attle attle to the country's attle attle the country's attle attle to the country's attle a

That the young King of Spain has just bought an American made automobile may be considered a sign of the complete restoration of good feeling between the rations recently at war, but it is equally significant as a tribute to American motor cars. King Alfonso ordered an electric surrey of the standard Columbia type, with the regular American equipment. It is an open car that will carry four, and the King bought it in Paris for use at home after he had seen the French models. The car has a battery of 40 cells and two motors, driving independently on the rear wheels. The body of the vehicle is painted black, with dark green panels, while the running gear is carmine, with black stripings. The order was received by cable a couple of days ago, and the following day a cable order was received at the Electric Vehicle Company's factory for a Columbia electric hansom to be shipped to Paris for Sarah Bernhardt. The hansom is bulk to carry three persons, but with Sarah in it and a little squeezing it may be made to accommodate four. Mine Bernhardt bought her coffin a couple of years ago and has always kept it at hand. Evidently she does not expect the coffin to go into commission very soon.

I. W. England of the Peugeot Automobile Company has decided to enter one of his cars in the Gildden tour, and also at the Mount Washington hill climb. He is now settled in a new garage at Forty-ninth street and Broadway, the entire building having been secured for the accommodation of Peugeot cars. Mr. England is one of the few importers fortunate enough to have machines on hand for immediate delivery.

More than one hundred automobiles are expected in the first annual tour for the Gildden trophy, which begins on July 11 and will continue for two weeks, with the motor car enthusiasts traveling over the roads between the metropolis and the White Mountains. One of the highest power cars entered is a 46 horse-power Pope-Toledo, which will be driven by Albert L. Fepe. W. C. Walker has entered an It horse-power Pope-Hartford, while Harold L. Pope will pilot one of the new Pope-Tribune gasoline touring cars.

r competing cars to run on.
began his successful attempt at an Friday afternoon, driving the weight 40 horse-power Decaunch has won so many races since four years ago. During mest of was accompanied by L. A. bechanic, though the latter was limes by William Swan and by

with the present month in the bureau's figuring.

Harry S. Hount expresses himself as much gratified at the way the Thomas car has caught on since he took it in hand. He is practically sold out and can guarantee delivery on very few more. Fred Titus had a busy week in Mr. Hount's new yarage. His sales alone total un close to \$13,000. Mighty fine for the tall end of the season. Talking about the Thomas—it is quite interesting to know that E. R. Thomas, the president of the Thomas Motor Company, was one of the first mechanics to perfect a motor vehicle, his three wheeler having been perfected and on the market in large numbers back in 1893. The Auto IB, one of the most popular motor eveles on the market to-day, is his invention and was the first practical motor cycle in the world.

Major C. J. S. Miller save he is just getting warmed up to the racing bushess, and has decided to enter his record breaking I lat with Chevrolet at the wheel in every important event during the season. He will drive the machine himself in some of the events against prominent amateur, and is looking around for competious worthy of his steel. The Major is in the automobile racing game for passing only and his sole ambition is to keep the sport clean and up to a perfect standard.

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World's Champion

GUY VAUGHN, with the 40-horse-power DECAUVILLE yesterday broke all previous records for

1,000 Miles

At EMPIRE CITY TRACK, In the Wonderful Time of

23 Hours, 33 Minutes, 20 Seconds

The last mile in 1:03, being the fastest of all.

Adding One More Record to the Long List of That consistent running car

Some of the Records of

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NOVEMBER, 1902—World's record (Thery) mile in 48 2-5 seconds. JUNE, 1902—Paris-Vienna—Seven Decauvilles finished out of eight entered.

1903 - Paris-Madrid - Page started 207th, finished 9th, 3rd in class. 1903—In America captured 12 Silver Cups, 15-mile track record.
1904—Won many events on the track besides being used as a runabout.
1905—At Ormond, Fla., Jan. 25—One mile in 45 2-5 seconds.

1905-At Ormond, Fla., Jan. 25-Five miles in 4 minutes, 32 2-5 seconds,

1905—At Ormond, Fla., Jan. 25—Five miles in 4 minutes, 1905—At Brighton Beach, May 6—Won two cups. 1905—At Morris Park, May 20—Won special match race. 1905—Empire Track, May 30—Won Diamond Cup. 1905—Morris Park, June 10—Won New York Cup.

All this by the same car—now on the track for the fourth season

And has been used between times as a runabout by private owners. No other car built has shown such consistency for such long service.

#### 1905 MODELS NOW READY

IN EVERY RESPECT AS RELIABLE AS THIS RECORD BREAKER AND POSSESSING ALL THE ADDED ADVANTAGES OF FOUR YEARS OF ENGINEERING STUDY AND EVOLUTION BY THE MASTER BUILDERS OF THE WORLD.

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HIGH GRADE WORKMANSHIP, THAT DECAUVILLE GUARANTEE.

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FULL LINE OF DECAUVILLE PARTS ALWAYS ON HAND

atomobile Company of Chicago, was in this city Thursday. She is the only woman in this sountry to is an automobile agent, and she has demistrated her ability to successfully handle the

The Hartford Suspension Company has received special cable advice that the first three cars in the French eliminating race were equipped with the Hartford shock absorbers. This usevice unquestionably helped in the victory, as it enables cars to proceed at highest speed over all kinds of roads, and the excessive braiding necessitated by slow-downs for cars not enulpped with it is entirely obviated. The same feature saves considerably in the wear and tear of tires.

The wareroom of the New York Motor Car Com-pany on Thirty-eighth street is a busy place these days. The two carloads of Reliance machines

which they received early last week were disposed of by Thursday. One very stunning looking car was fitted up with a canopy top, plate glass front, leather curtains, and was fully equilpped with brass rails, royal hampers and acetylene lights. Two more shipments are promised this week, so admirers of the Reliance had better hurry up if they want to go touring this summer. George Lamberty, the treasurer of the company, though a newcomer in the business, has become very popular in the trade. Mr. Lamberty was formerly manager of the United States agency of the Michelin Tire Company.

Since the opening of their immense new salesroom in the Old Guard Building on Broadway, the
Waltham Manufacturing Company has been
doing a brisk business in all models of 105 Orients.
The model de luxe touring car in particular has
caught on wonderfully well. The lines of this
machine are designed so that the effect is massive
and powerful in the extreme, yet it has the grace

As surmised, Chester Clark Boynton had no intention of entering into the racing game. The racing ear which he got hold of recently was purely a speculation. He has already gotten rid of it, sold it before it reached New York. Boynton is with the New York Motor Car Company and is gaining a great reputation as a disposer of second-hand machines.

A cablegram received by I. W. England, the Prugsol agent in this country, says that the Rochet Schneider cup has been won by Mr. Perrett of the Ardennes Automobile Club in his 18 horspower Peugeot car driven by himself. This year the race was run over a mountainous country a distance of over 200 miles, and the victory of the 18 horse-power Peugeot over a dozen other na chines of from 16 to 40 horse-power representing France and Switzerland, has aroused great on thuslasm in French automobile circles.

Prince

Price

Price

Price

Price

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## World's Tire **Endurance Record**

The most marvelous endurance record ever made by any automobile tire on earth was accomplished Friday, June 23rd, and Saturday, une 24th, by im orted flat tread

# Continental

on a 40 horse-power Decauville Car, successfully driven against the world's 1,000 mile auromobile record, by Guy Vaughan, at the Empire City Track, Yonkers, N. Y. Vaughan established a new record of 23 hours 33 minutes and 20 seconds, including all stops for gasoline, oiling, food, car adjustments, etc., and despite rain and mud.

This means 1,000 miles at an average of about 1 minute 12 records per mile, which easily equals the wear of 10,000 miles of touring. It was a grinding tire test, whose severity has never been equaled, yet

> TWO OF THE TIRES STAYED ON THE CARINTACT THE WHOLE 1.000 MILES, WITHOUT EVEN RE-PUMPING. THE OTHERS WERE CHANGED BECAUSE OF PUNCTURES. OVER FOUR POUNDS OF NAILS WERE PICKED UP ON THE COURSE.

Remember-these were STANDARD STOCK TIRES. The tire that will stand this test is the tire you should insist upon having on your touring car. We will be glad to mail you our interesting booklet, which tells just what Continental lires are made of

Continental Tire Distributors in New York. Auto Supply Co., 1662 Broadway Decauville Automobile Co., 1684 Broadway. Firestone Tire & Rubber Co., 1784 Broadway. The Motor Car Equipment Co., 1645 Broadway and 43 Cortlandt St. Leon Rubay, 140 West 38th St.

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EMIL GROSSMAN, General Manager, 43 Warren St., New York. (Factory, Hanover, Germany.)

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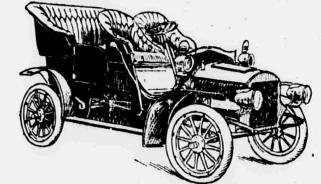
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This is the

## Reliance Touring Car



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